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in 1921-22 and 301 pages in 1922-23. It is hoped that, as soon as a sufficient number of operators have been trained, the output will be very greatly increased and there will be in consequence a large reduction in compositors' and supervision charges.

*Employment of ex-war men in the Government Press.*

76 Q.—Rao Sahib U. RAMA RAO: Will the hon. the Member for Finance be pleased to state—

(1) what special concessions are given to passed candidates in the Government Press who have volunteered themselves for war service before the Armistice; and

(2) whether they are now being offered the minimum salary as if their sacrifice and war service count for nothing and whether they are treated as passed candidates fresh from school or college?

A.—Ex-service men in the Government Press have been given the same concessions as were given to similar men in other Government offices. The details of the concessions will be found in G.O. No. 74, Public, dated 5th February 1923, which has been laid upon the Editors' Table.

**Harbour.**

*Disembarkation of deck passengers at the Madras Harbour.*

77 Q.—Mr. S. SATYAMURTI: Will the hon. the Member for Finance be pleased to state—

(1) whether deck passengers from the Straits Settlements are not allowed to get down from the steamers on any wharf in the Madras Harbour but taken on cargo-boats for about half a mile, to their great inconvenience and discomfort;

(2) whether deck passengers are not allowed the use of the doorways and the ladders in the steamers built for the use of passengers, but are loaded and unloaded through holes intended for the loading and unloading of sheep and coal, by lascars without any reference to the passengers' comfort or decency; and

(3) whether the Government propose to take any steps to alleviate the sufferings of these unfortunate passengers?

A.—(1) The answer is in the negative. Whenever a quay berth is available, the passengers embark or disembark direct by the quay. When the exigencies of traffic are such that no quay berth is available, the passengers are embarked or disembarked in boats. This occurred during 1923 in the case of about half the passengers.

(2) Deck passengers are embarked and disembarked through the entry ports, which are constructed for this among other purposes. It would not be safe to allow a large number of passengers hampered by quantities of luggage to utilize the gangways provided for first and second class passengers.

(3) The Government have already sanctioned the construction of three new deep water quays, and when these have been constructed, it is hoped that all vessels having passengers will be



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able to lie alongside. Meanwhile, the present arrangements are the outcome of many years' experience under local conditions and the Government have received no complaints that they have been the cause of suffering on the part of passengers.

### **Hindu Religious Endowments.**

#### *The Hindu Religious Endowments Bill.*

78 Q.—Mr. S. SATYAMURTI: Will the hon. the Minister for Local Self-Government be pleased to lay on the table a statement showing the number of, and the persons or institutions from whom, memorials or representations against the Madras Hindu Religious Endowments Bill have been received, since the introduction of the Bill up to date?

A.—Since the introduction of the Bill up to the 22nd January 1923, the date fixed by the Select Committee for the receipt of representations about the Bill, 249 representations were received and considered by Government. The representations received after 22nd January 1923 and before the passing of the Bill were not considered by Government as they were received too late.

After the passing of the Bill, 185 representations have been received and considered by Government. It is not possible to classify these according as they are in favour of or against the Bill as in many cases the same representation is in favour of some provisions of the Bill and against others. It is not therefore possible to give the names of persons or institutions from whom representations *against the Bill* have been received.

#### *The Hindu Religious Endowments Bill.*

79 Q.—Rai Bahadur T. M. NARASIMHACHARLU: Will the hon. the Minister for Local Self-Government be pleased to state—

(a) in what stage the Hindu Religious Endowments Bill which was passed by the last Legislative Council is; and

(b) whether it has received the assent of His Excellency the Governor of Madras and His Excellency the Governor-General?

A.—(a) & (b) The attention of the hon. Member is invited to the message from His Excellency the Governor read by the President in the Council on 10th December 1923.

### **His Excellency the Viceroy's Visit.**

#### *Expenditure in connexion with His Excellency the Viceroy's visit.*

80 Q.—Mr. S. SATYAMURTI: Will the hon. the Home Member be pleased to state the amount of expenditure by the Madras Government and by the local bodies in the Presidency in connexion with His Excellency the Viceroy's visit to this Presidency?

A.—The Government have not yet received a final account of the expenditure incurred in connexion with the visit, but they have sanctioned expenditure up to Rs. 85,839 and also the payment of batta to village servants who guarded the railway line.

The Corporation of Madras incurred an expenditure of Rs. 906. The Government have no information regarding other municipal bodies. The District Board, Madura, applied for sanction to incur an